4.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires an EIR to contain a brief statement indicating the reasons that various possible significant effects of a project were determined not to be significant and therefore not discussed in detail in the EIR. Based on initial environmental review the City of Encinitas (City) determined the proposed Project would not have the potential to cause significant impacts to the resources discussed below.

4.1. Air Quality

The project would generally be considered to have a significant effect if it would:

1) Conflict with or obstruct implementation of the applicable air quality plan.

2) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.

3) Expose sensitive receptors to substantial pollutant concentrations.

4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Analysis

Impact 4.1-1: Conflict with or obstruct implementation of the applicable air quality plan.

The Project site is located within the San Diego Air Basin, which is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD). A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of the ozone standard by generating emissions that equal or exceed the established long-term quantitative thresholds for pollutants or exceed a state or federal ambient air quality standard for any criteria pollutant.

The Project proposes to construct 200 independent living, assisted living and memory care units and 16 single-family housing units. It is consistent with current zoning with approval of a MUP. The Project is intended to provide senior and affordable housing and is expected to serve existing residents within the San Diego region. It would not induce growth or cause the local population to increase beyond what is planned within the region. Project-related emissions would not exceed daily thresholds established by the SDAPCD during construction or operation or otherwise cause an adverse impact to air quality. The Project would be consistent with the SIP, AQMP and RAQS and significance threshold referenced above. Impacts related to this threshold would be less than significant.

Impact 4.1-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.

Construction Emissions

Project construction would generate temporary air pollutant emissions and the majority of construction-related emissions would result from site preparation and the use of heavy-duty construction equipment. Regional construction emissions associated with implementing the proposed project were calculated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 (2016) software. Construction emission modeling for site preparation, grading, building construction, paving, and architectural coating application is presented in Appendix A-2 of this EIR. The SDAPCD sets forth quantitative emission thresholds below which a stationary source would not have a significant impact on ambient air quality.

The Project would be required to comply with SDAPCD Rules 52 and 54 which identify measures to reduce fugitive dust and are required to be implemented at all construction sites located within the San Diego Air Basin (SDAB). The following conditions of approval, required to reduce fugitive dust in compliance with SDAPCD Rules 52 and 54, were included in CalEEMod for site preparation and grading phases of construction:

- **Minimization of Disturbance**. Construction contractors shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
- **Soil Treatment.** Construction contractors shall treat all graded and excavated material, exposed soil areas and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily. It was assumed watering would occur three times daily for modeling purposes.
- **Soil Stabilization.** Construction contractors shall monitor all graded and/or excavated inactive areas at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.
- **No Grading During High Winds.** Construction contractors shall stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).

- **Street Sweeping.** Construction contractors shall sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Construction emission modeling for site preparation, grading, building construction, paving, and architectural coating application is based on the overall scope of the proposed development and construction phasing which is expected to begin mid-2020 and extend approximately 18-months. It was assumed for modeling purpose that the entire 14.43 net acre development area would be disturbed during construction. For dust control, it was assumed the disturbed area would be watered three times daily.

As shown in Table 4.3-1, construction of the Project would not exceed the SDAPCD regional thresholds during its construction years of 2021 and 2022. Construction emissions would not be significant and no mitigation, in addition to compliance with SDAPCD Rule 52 and 57, would be required.

TABLE 4.3-1. ESTIMATED MAXIMUM MITIGATED DAILY CONSTRUCTION EMISSIONS

Construction Phase	Maximum Emissions (lbs./day)					
	ROG	NO_x	CO	SOx	PM_{10}	$PM_{2.5}$
2021 Maximum lbs./day	4.5	54.7	33.4	0.08	9.8	5.8
2022 Maximum lbs./day	69.1	19.3	21.8	0.05	2.5	1.3
SDAPCD Regional Thresholds	137	250	550	250	150	55
Threshold Exceeded 2021	***No***	***No***	***No***	***No***	***No***	***No***
Threshold Exceeded 2022	***No***	***No***	***No***	***No***	***No***	***No***

Source: Birdseye Consulting, 2019a (Appendix A-2).

Operational Emissions

Table 4.3-2 summarizes emissions associated with operation of the proposed project. The Project's operational emissions include emissions from electricity consumption (energy sources), vehicle trips (mobile sources), and area sources including landscape equipment and architectural coating emissions as the structures are repainted over the life of the Project. The majority of operational emissions are associated with vehicle trips to and from the Project site. As shown in Table 4.3-2, the net change in emissions would not exceed the SDAPCD thresholds. Therefore, the Project's regional air quality impacts (including impacts related to criteria pollutants, sensitive receptors and violations of air quality standards) would be less than significant.

TABLE 4.3-2. ESTIMATED DAILY OPERATIONAL EMISSIONS

Proposed Project	Maximum Emissions (lbs./day)					
	ROG	NO_x	CO	SOx	PM_{10}	$PM_{2.5}$
Area	5.3	0.2	17.8	0.01	0.09	0.09

TABLE 4.3-2. ESTIMATED DAILY OPERATIONAL EMISSIONS

Proposed Project	Maximum Emissions (lbs./day)					
	ROG	NO_x	CO	SOx	PM_{10}	$PM_{2.5}$
Energy	0.04	0.3	0.1	0.01	0.03	0.03
Mobile	0.9	3.3	7.9	0.02	2.0	0.5
Maximum lbs./day	**6.8**	**3.9**	**25.9**	**0.04**	**2.2**	**0.7**
SDAPCD Regional Thresholds	137	250	550	250	150	55
Threshold Exceeded	***No***	***No***	***No***	***No***	***No***	***No***

Source: Birdseye Consulting, 2019a (Appendix A-2)

Impact 4.1-3: Expose sensitive receptors to substantial pollutant concentrations.

The nearest sensitive receptors to the Project site are the single-family residences located north of the site at the south end of Via Tiempo. Neither the total construction nor operation emissions would exceed the SDAPCD thresholds. In addition to quantifying emissions, SDAPCD recommends performing a local carbon monoxide (CO) "hot spot" analysis if an intersection meets one of the following criteria: 1) the intersection is at Level of Service (LOS) D or worse and where the project increases the volume to capacity (V/C) ratio by 2 percent, or 2) the project decreases LOS at an intersection to D or worse.

A CO hotspot is a localized concentration of CO that is above the state or national 1-hour or 8-hour CO ambient air standards. Localized CO "hotspots" can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal Ambient Air Quality Standards (AAQS) of 35.0 parts per million (ppm) or the state AAQS of 20.0 ppm. As discussed in Section 3.8, Transportation, the addition of Project traffic would not increase the V/C ratio on any key intersection by 2 percent, nor decrease their level of service to LOS D or worse in the Near-Term or Long-Term scenario.

The proposed Project would not produce the volume of traffic required to generate a CO "hot spot" and would not expose sensitive receptors to substantial pollutant concentrations. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

Impact 4.1-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

would be generated from vehicles and/or equipment exhaust emissions during construction of the project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and architectural coatings. Such odors are temporary and would not occur in concentrations that would impact a significant number of people.

Construction emissions would not exceed SDAPCD impact thresholds; thus, short-term odors are not expected to be significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed Project would not result in the creation of an odor-producing land use and long-term odor impacts; therefore, impacts would be considered less than significant.

4.2. Energy

The project would generally be considered to have a significant effect if it would:

1) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Analysis

Impact 4.2-1	**Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.**

Project construction would utilize common methods for site preparation, grading and installation of all infrastructure. Techniques are not expected to be wasteful or otherwise result in inefficient use of fuels or other sources of energy. The proposed Project would be required to comply with California Energy Code Title 24 requirements in effect at the time buildings are being designed. A less than significant impact would occur.

Impact 4.2-2	**Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.**

The Project would construct a residential care facility and 16 affordable housing units. The Project would utilize heavy equipment that meets CARB requirements for energy efficiency and emission reduction. The Project would be consistent with the City of Encinitas Climate Action Plan. The Project would not conflict with a state or local plan regarding renewable energy or energy efficiency. No impact would occur.

4.3. Hazardous & Hazardous Materials

The project would generally be considered to have a significant effect if it would:

1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area.

6) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

7) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

Analysis

A Phase I Environmental Site Assessment (ESA) was prepared for the proposed Project (Advantage Environmental Consultants, 2017), which is included as Appendix J of this EIR. The analysis contained in this section is based, in part on the findings of this technical report. The Phase I ESA was conducted in accordance with ASTM Standard Practice for Environmental Site Assessments (Designation E 1527-13) and the US EPA's Standards and Practice for All Appropriate Inquiries (40 CFR, Part 312) and consists of the following:

- A search for environmental liens and other potential environmental related encumbrances to title of the Site.

- A review of standard environmental record sources contained within Federal, State and local environmental databases along with additional environmental record sources obtained from regulatory departments/agencies.

- A qualitative evaluation of the physical characteristics of the Project site through a review of published topographic, geologic, and hydrogeologic maps; published groundwater data; and area observations to characterize surface water flow in the Site area.

- An evaluation of past Project site and adjacent/nearby property uses through a review of historical resources including topographic maps and aerial photographs.

- A physical inspection of the Project site conducted to search for conditions indicative of potential environmental concerns including underground storage tanks (USTs), aboveground storage tanks (ASTs), associated tank piping; stained soil or pavement; equipment that may contain or have historically contained polychlorinated biphenyls (PCBs); and other potential environmental concerns as defined in the ASTM E 1527-13 standard.

- A physical assessment of indications of past uses and visual observations of adjacent and surrounding properties (from curbside or public spaces) to assess potential impacts to the Project site.

The Phase I ESA also included excavating four (4) shallow borings to collect near-surface samples of on-site soils to test for the presence of organochlorine pesticides (OCPs), though currently banned from production and use in the United States were commonly applied during the normal course of agricultural operations.

No OCP concentrations were detected above the laboratory detection limits in any of the soil samples analyzed. Total arsenic was detected in two of the four soil samples at concentrations of 2.80 milligrams per kilogram (mg/kg) (001) and 8.94 mg/kg (002). Such concentrations are below the ambient screening level of 12 milligrams per kilogram recognized by the State of California Department of Toxic Substances Control. The analytical laboratory report is included in Appendix J.

The Phase I ESA revealed no evidence of recognized environmental conditions in connection with the Project site and not additional investigation was recommended.

Impact 4.3-1	**Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.**

Implementation of the proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Construction

Project construction would involve the storage, use, and transport of small amounts of hazardous materials (e.g., asphalt, fuel, lubricants, and other substances) on local roadways and regional highways. Regulations governing hazardous materials transport are stated in Title 22 of the California Code of Regulations and the California Vehicle Code (Title 13 of the California Code of

Regulations). The transportation of hazardous materials also is subject to other local and federal regulations that have been designed specifically to minimize the risk of upset during routine construction activities. The State agencies with primary responsibility for enforcing federal and State regulations, and for responding to hazardous materials transportation emergencies, are the California Highway Patrol and Caltrans. Together, these agencies determine container types to be used and license hazardous waste haulers for transportation of hazardous waste on public roads. Therefore, impacts would be less than significant.

Operations

The proposed Project would be a senior residential living facility with 16 work force housing units. Aside from the typical materials (i.e., cleansers, automobile fluids, etc.) used and/or stored in small quantities, no hazardous materials would be used, stored or transported to/from the site.

It is assumed that some level of medical care would be provided at the proposed Senior Living Facility. Like any medical facility, operation would require the ongoing use, storage and routine transport of hazardous materials consisting primarily of pharmaceuticals, medical waste, disinfectants and common cleaning chemicals. Pursuant to the State of California's Medical Waste Management Act of 2017 (Sections 117600-118360 of the California Health and Safety Code [HSC]), medical generators are required to file a "Medical Waste Management Plan" with the County of San Diego Department of Environmental Health (DEH). This plan serves to disclose the types and amounts of medical waste generated by a site; how the waste will be handled, stored or shipped; as well as specify the onsite waste treatment methods used to render the waste non-hazardous prior to disposal (if applicable), for example through steam sterilization, incineration, etc. The plan must also address the storage and disposal of sharps, biohazardous substances, radioactive waste, chemotherapeutics, human tissues, etc., as well as mixed wastes (containing both medical and non-medical waste types). The Medical Waste Management Plan addresses, sharps (i.e., needles), blood and blood products and microbiology laboratory waste and specifies how these materials are to be segregated, packaged and labeled for pick up and transportation off-site for treatment and disposal. The Project would comply with the MWMA and the Senior Living Facility will implement a Medical Waste Management Plan and a less than significant impact would result.

Impact 4.3-2	**Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.**

Implementation of the proposed Project is not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. As mentioned above, construction-related hazardous materials would be used during construction of the proposed Project, and it is possible that these substances could be released in small amounts during construction activities. However, compliance with federal, state, and local regulations, in combination with construction BMPs

implemented from a SWPPP as required under the State Water Resources Control Board's Construction General Permit would ensure that all hazardous materials are transported, used, disposed of, or stored on site during the construction and operational phases of the Project.

Additionally, a Medical Waste Management Plan will be prepared for the Senior Living Facility, which addresses how hazardous materials and medical waste will be segregated, packaged and labeled for pick up and transportation off-site for treatment and disposal. While there is a potential for an accidental release, a less than significant impact would occur.

Impact 4.3-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The nearest school to the Project site is Mira Costa College's San Elijo Campus, which is located adjacent to and immediately east of the property. The Encinitas Country Day School, located at 3616 Manchester Avenue in Encinitas, is approximately one-mile northeast of the site. While the Mira Costa Campus is located within one-quart mile of the Project site, the proposed Project would not emit hazardous emissions. Additionally, all hazardous waste would be managed according to MWMA requirements referenced above. No other schools are located within ¼ mile of the site. Potential impacts would be less than significant.

Impact 4.3-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

The Phase I ESA prepared for the proposed Project reviewed lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5 including environmental record sources contained within Federal, State and local environmental databases along with additional environmental record sources obtained from regulatory departments/agencies. The Project site was not included on any those lists.

A Phase I ESA was prepared for the Project and as part of the process soil samples were taken and tested to determine whether organochlorine pesticides (OCPs) and arsenic were present. The site has been previously used for agricultural purposes and during historical agricultural activities throughout the State of California, various pesticides and more specifically OCPs were commonly applied during the normal course of agricultural operations. Soil sampling and analysis was completed for the Project site in the Phase I ESA. No OCP concentrations were detected above the laboratory detection limits in any of the soil samples analyzed. Total arsenic was detected in two of the four soil samples at concentrations of 2.80 milligrams per kilogram (mg/kg) and 8.94 mg/kg. The concentrations are below the ambient screening level of 12 milligrams per kilogram recognized by the State of California Department of Toxic Substances Control. The Phase I ESA determined that no Recognized Environmental Conditions (RECs) are present on the site and that no further

evaluation for the presence of hazardous materials is warranted. A less than significant impact would occur.

Impact 4.3-5:	**For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.**

McClellan-Palomar Airport is the closest airport and is located approximately 8.0 miles north of the Project site. The Project site is not located within the McClellan-Palomar Airport Influence Area as depicted in the Airport Land Use Compatibility Plan, within two (2) miles of a public use airport or in proximity to a private airstrip (San Diego County, 2010). While some aircraft overflights may occur and be audible, the proposed Project would not result in a safety hazard or excessive noise for people residing or working in the project area. No impact would occur.

Impact 4.3-6:	**Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.**

The proposed Project would not obstruct access to the project vicinity through road closures or other project actions that could impact evacuation routes or otherwise impair evacuation during emergencies. Improvements to Manchester Avenue to facilitate ingress/egress into the Project site would be managed via a traffic control plan to minimize safety and access impacts during construction. No impact would occur.

Impact 4.3-7:	**Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.**

The Project site is located in a developed area and is not located in a Fire Hazard Severity Zone as designated in maps prepared for San Diego County by the California Department of Forestry and Fire Protection (CAL FIRE, 2007). The propose Project would not expose people or structures to a significant risk of loss or death involving wildland fires.

4.4. Land Use and Planning

The project would generally be considered to have a significant effect if it would:

1) Physically divide an established community.

2) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Analysis

Impact 4.4-1:	**Physically divide an established community.**

The proposed Project would develop a new Senior Living Facility and 16 work force housing units on a site located within an existing developed area. The Project site is surrounded by development to the west, north and east. The San Elijo Lagoon is located to the south of the Project site, across Manchester Avenue. The proposed Project would not result in the construction of improvements that would physically divide an existing community. No impact would occur.

Impact 4.4-2:	**Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.**

The Project site is located in the Cardiff Community as identified within the City of Encinitas General Plan. The General Plan Land Use Element recognizes the Cardiff Community as a commercial district generally along Highway 101. Manchester Avenue is designated a sensitive view corridor within the City of Encinitas. The proposed use is consistent with the RR-2 zoning designation provided a Major Use Permit is obtained. As proposed, the Project would not conflict with the City of Encinitas General Plan Land Use Element and the design would facilitate compliance with the Municipal Code. The proposed Project would be compliant with goals, objectives and policies contained in the General Plan that pertain to the proposed use on the subject property.

The Project site is located within the scenic/visual corridor and hillside/inland bluff overlay zones.

No conflicts with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigation an environmental effect has been identified. No impact would occur.

4.5. Noise and Vibration

The project would generally be considered to have a significant effect if it would:

1) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

2) Generate excessive groundborne vibration or groundborne noise levels.

3) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

Analysis

Impact 4.5-1: Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Project Construction

Temporary, construction-related noise would occur during construction of the proposed Project. Construction of the proposed improvements may utilize dozers, tractors, loaders, trucks and a variety of other types of equipment as individual phases of the construction process progress. No blasting, pile-driving or deep excavation is anticipated for the project. Noise levels associated with the equipment commonly used will range from 80 to 91 dBA at 50 feet from the source, assuming more than one piece of equipment is operating simultaneously.

The nearest sensitive receptors are single family residences at the southern terminus of Via Tiempo adjacent to and north of the Project site. The northern portion of the Project site will remain undeveloped and be placed in a conservation easement. The closest that construction would occur to the residences is approximately 500 feet. Construction noise may be audible at the nearest residences neighboring the site; however, because noise and vibration levels reduce by approximately 6 dBA with the doubling of distance between the noise source and the receptors, noise levels at the nearest residences would be approximately 71 dBA and would not exceed the 75 dBA threshold referenced in the Encinitas Municipal Code. As stated, the Encinitas Municipal Code permits construction activities between the hours of 7:00 AM and 7:00 PM. Monday through Saturday. Construction occurring consistent with these provisions is exempt from regulation. Thus, noise impacts during construction would be less than significant.

Project Operations (Traffic Noise)

Traffic is the primary noise source that would be generated by the proposed Project. Thus, whether a traffic-related noise impact would occur is based on whether project traffic, when added to the existing traffic, would cause the Leq to noticeably increase (+3 dBA) or exceed the 50-dBA exterior standard referenced in the Encinitas Municipal Code. For a noticeable increase to occur, the sound energy (i.e., traffic volumes or speeds) would need to double. Existing noise levels exceed the day- and nighttime requirements of 50 dBA and 45 dBA, respectively for residential areas as defined in the municipal code. Thus, the determination of whether an adverse impact would occur is based on whether project traffic, when added to baseline conditions, would cause noise levels to increase by 3 dBA. For a noticeable (3 dBA) change to occur, traffic volumes along Manchester Avenue would have to double. According to the *Manchester Senior Living Traffic Letter Report* (Linscott, Law and Greenspan, Inc., 2019a), daily volumes along Manchester Avenue are 28,565, with peak hour volumes along Manchester Avenue estimated at 2,857 vehicles. The proposed Project would generate 712 daily trips with 37 AM peak hour trips and 57 PM peak hour trips. The addition of

project traffic would not cause traffic volumes to double; thus, no noticeable traffic noise increase would occur. Because the proposed Project would not noticeably increase off-site noise levels over ambient conditions, a less than significant impact would occur.

Impact 4.5-2: Generate excessive groundborne vibration or groundborne noise levels.

Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. In the U.S., the ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB (Birdseye Consulting Group, 2019a). A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people and is generally considered intrusive for residential uses.

Construction activities that could generate substantial groundborne vibration include deep grading and excavation operations for building footings excavation and the installation of vibro replacement stone columns across the site to remediate liquefaction risks. These activities would be temporary in duration and could result in maximum construction-related vibration levels of 81 VdB at 50 feet from the source. Because noise and vibrations levels reduce by approximately 6 dBA with the doubling of distance between the source and the receptors, vibration levels at the nearest residences would be less than 65 VdB and would not be perceptible at the nearest receiver during construction.

Impact 4.5-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

McClellan-Palomar Airport is the nearest airport and is located approximately 8.0 miles north of the Project site. The Project site is not located within the McClellan-Palomar Airport Influence Area; is not located within two (2) miles of a public use airport or in proximity to a private airstrip (San Diego County, 2010). While some aircraft overflights may occur and be audible, the proposed Project would not expose people residing or working in the project area to excessive noise levels. No impact would occur.

4.6. Mineral Resources

The project would generally be considered to have a significant effect if it would:

1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

2) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

Analysis

Impact 4.6-1:	**Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.**

No known mineral resource recovery sites occur or are designated within or adjacent to the Project site. Therefore, the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. There would be no impact.

Impact 4.6-2:	**Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.**

The Project site is not in an area designated by the State for locally important mineral resources and is not utilized for mineral resource production. As such, the proposed Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. There would be no impact.

4.7. Population And Housing.

The project would generally be considered to have a significant effect if it would:

1) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure).

2) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Analysis

Impact 4.7-1:	**Induce substantial unplanned population growth in an area, either directly or indirectly.**

The proposed Project would provide affordable (single-family) housing and senior living units. It is assumed the Senior Living Facility would house existing residents living within the San Diego area and the single-family housing would provide housing for employees or others who meet the housing income requirements. The Project would not induce population growth directly as a result of new development or indirectly through the extension of utility infrastructure to a currently unserved area. All improvements would occur on the Project site or within its immediate vicinity. No impact related to population growth would result from project implementation.

Impact 4.7-2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

The Project site is used for agricultural purposes and contains several out buildings located near the southwest corner. Project implementation would not result in the removal of existing housing or the displacement of residents that would require the construction of replacement housing elsewhere. No impact would occur.

4.8. Public Services and Facilities

The Project would generally be considered to have a significant effect if it would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any public services including:

1) Fire protection
2) Police protection
3) Schools
4) Parks
5) Other public facilities

Analysis

Impact 4.8-1: Fire Protection.

The City of Encinitas Fire Department provides fire and emergency medical services to the City of Encinitas. Fire Station 4 is the nearest station to the Project site. It is located at 2011 Village Park Way, approximately 3.5 miles north of the Site. Like any development project, the Project may increase demand for fire service; however, the project is consistent with the land use designation for the site and would not increase the population beyond what was anticipated in the City of Encinitas General Plan. Further, the Project would be designed and constructed consistent with applicable codes and standards for access and fire suppression infrastructure. The project would not require construction of a new fire station to maintain service ratios. Because the Project would be required to pay impact fees to cover costs associated with providing fire service, this would reduce the potential increase in demand to less than significant.

Impact 4.8-2: Police Protection

Law enforcement services are provided by the San Diego County Sheriff. The North Coastal Sheriff Station is located at 175 North El Camino Real. The North Coastal Sheriff Station is the largest division in the City of Encinitas and provides first response to all emergencies, performs preliminary investigations, and provides basic patrol services to the City of Encinitas. The San Diego County

Sheriff's Department has approximately 4,000 sworn officers and support staff. The project could potentially increase demand for law enforcement services by increasing activity in the area. However, the project is consistent with the land use designation for the site and would not increase the population beyond what was anticipated in the City of Encinitas General Plan. The Project is not expected to require the construction of new or expanded Police Department facilities. This would reduce the potential increase in demand to less than significant.

Impact 4.8-3: Schools.

The nearest school operated by the Encinitas Union Elementary School District is Park Dale Lane Elementary School located at 2050 Park Dale Lane approximately 2.5 miles northeast of the Site. Private schools include the Encinitas Country Day School located at 3616 Manchester Avenue approximately one-half mile northeast of the Site. The Senior Living Facility would not generate a demand for school services. The 16 single-family housing units may house school age children but are not anticipated to substantially increase the demand for school services or require the construction of new schools. The payment of impact fees will offset any school impact related to increased enrollment associated with the Project. The Project is not expected to require the construction of new or expanded school facilities. This would reduce the potential increase in demand to less than significant.

Impact 4.8-4: Parks.

Cardiff Sports Park, located at 1661 Lake Drive, is the nearest public park and is approximately 1 mile north of the Project site. The San Elijo Lagoon provides passive recreational opportunities. The Senior Living Facility is not expected to generate demand for new recreational facilities. The affordable housing residents may use park services; however, the population is small in comparison to the availability of resources within the City of Encinitas. The project would not remove park or recreational facilities that would require replacement elsewhere. With the payment of impact fees for each unit, the project would cover any fair share costs for the provision of park resources necessary to meet City demand. This impact would be less than significant.

Impact 4.8-5: Other Public Facilities.

The City of Encinitas Public Library provides library services to city residents. The library is located at 540 Cornish Drive, Encinitas, California 92024. The Senior Living Facility is not expected to generate significant demand for library services. The single-family units may generate demand for library services. This is not expected to require new or expanded library services would be required. This impact would be less than significant.

The Project would not require the provision of new or physically altered governmental facilities to maintain acceptable service levels.

4.9. Recreation

The project would generally be considered to have a significant effect if it would:

1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

2) Include recreational facilities or require the construction or expansion of recreational facilities, which have an adverse physical effect on the environment?

Analysis

Impact 4.9-1:	**Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.**

The Project would be a new Senior Living Facility with 16 affordable housing units. It could contribute to an increase in the City of Encinitas' population which may affect demand for recreational resources. The Project would be required to pay impact fees to cover improvements to recreational resources. With the payment of impact fees, a less than significant impact would occur.

Impact 4.9-2:	**Include recreational facilities or require the construction or expansion of recreational facilities, which have an adverse physical effect on the environment.**

The proposed Project includes construction of a soft surface trail segment (Trail Segment 66) through the northern portion of the Project site. The proposed trail would be approximately six (6) feet in width and would be constructed as a "soft-surface trail" consistent with specifications in the Encinitas Trail Master Plan (City of Encinitas, 2002). On the southside of Manchester Avenue, adjacent to the San Elijo Lagoon, the Project would install a 6-foot-wide Class II bicycle lane and 5-foot-wide, soft-surface pedestrian trail. A 10-foot wide pedestrian trail and 10-foot wide parkway, and a 6-foot wide bike lane would be installed on the north side of Manchester Avenue. These improvements would generally begin at the DAR Access Road (Via Pico) and extend along the frontage of the Project site.

As described in Chapter 3, installation of these improvements would either not result in an adverse physical effect on the environment or mitigation measures have been incorporated into the Project, which would reduce impacts to below a level of significance.

4.10. Utilities and Service Systems

The project would generally be considered to have a significant effect if it would:

1) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

2) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.

3) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

4) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

5) Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Analysis

Impact 4.10-1: Require or result in the relocation or construction of new or expanded facilities, the construction or relocation of which could cause significant environmental effects.

Wastewater would be conveyed off-site within existing sewer lines located along Manchester Avenue west to the SEWRF. The Project is consistent with the General Plan designation and Zone Classifications; thus, wastewater volumes could be accommodated within flows projected for planning purposes. Per the Olivenhain Municipal Water District (OMWD) Urban Water Management Plan, future supply is expected to match service area demand. No new water treatment systems would be required to serve the project (OMWD, 2016). Prior to the issuance of building permits, a hydraulic analysis will be conducted by OMWD to determine the size of the water pipelines required to meet fire flow availability as required by the Encinitas Fire Department. Should the existing facilities in Manchester Avenue not meet the fire flow requirements, the Applicant would need to upsize/install new public facilities to between 0.40 to 0.63 miles of waterlines within the Manchester Avenue ROW (OMWD, 2020). Implementation of standard construction BMPs and traffic control measures, along with biological, cultural and paleontological mitigation measures identified in Sections 3.4, 3.5, and 3.6 of the Draft EIR, respectively would avoid significant environmental effects related to installation of the upgraded pipelines, if needed.

The project onsite stormwater management system will consist of area drain and catch basin inlets, PVC area drain lines, RCP storm drain lines, and bioretention basins. The only off-site improvements required would be replacement of existing stormwater culverts and outfall structures along the south side of Manchester Avenue. These would be constructed as part of the Project.

Other public utilities (i.e., electrical, natural gas, telephone/cable) would be extended to serve the site. This would not require the expansion of existing facilities to provide these services. A less than significant impact would occur.

Impact 4.10-2: Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.

The Project site is located in the City of Encinitas in the OMWD service area. OMWD's potable distribution system consists of approximately 434 miles of pipeline, fourteen reservoirs and six pump stations. Water demand projections is approximately 19.5 million gallons annually or 53,500 gallons per day. The proposed Project would be required to comply with federal, State and local plans, policies and regulations and Executive Order B-29-15, which requires a 20% reduction in potable water use during construction and implementation of Best Management Practices for new development concerning water conservation, both for potable and non-potable uses. Chapter 3.1.2 of the City of Encinitas Climate Action Plan contains measures that can be implemented to reduce water consumption and related energy costs associated with water reclamation and transport (City of Encinitas, 2018a).

Potable water would be provided by OMWD. Per the 2015 Urban Water Management Plan, water demand within the service area was 19,549-acre feet in 2015. Demand is expected to increase to 22,843-acre feet by 2020 and 23,813-acre feet by 2035. Per the Urban Water Management Plan, future supply is expected to match service area demand (OMWD, 2016). The project would minimize water demand by installing low flow fixtures and implementing other water reduction features that further reduces demand by 20% over projected volumes. Further, landscaping would be required to comply with the City of Encinitas Water Efficient Landscape Regulations (Chapter 23.26 EMC). The purpose of this ordinance is to reduce potable water demand through the implementation of regulatory controls affecting landscape design in the City of Encinitas. Project design features would minimize potable water demand. No new water entitlements would be necessary to serve the project. A less than significant impact would occur.

Impact 4.10-3: Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

The project onsite stormwater management system will consist of area drain and catch basin inlets, PVC area drain lines, RCP storm drain lines, and bioretention basins. To meet water quality, hydromodification, and detention requirements that are necessary to develop the existing site, onsite stormwater mitigation measures will, at a minimum, include bioretention basins onsite that comprise of mulch, engineered soil media, and gravel. The proposed development will increase peak storm flows in the develop condition, and onsite stormwater detention is proposed to mitigate the increase in peak storm flows for the 100-year storm frequency. Impacts would be less than significant.

Impact 4.10-4: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

The proposed Project would be served by the EDCO Waste and Recycling Services, which operates through an exclusive franchise agreement with the City of Encinitas. Solid waste is collected and taken to a local transfer station and then to the Otay Landfill in Chula Vista or the Sycamore Landfill in Santee. According to CalRecycle, the Otay Landfill is permitted to accept 6,700 tons of solid waste per day; has a remaining capacity of 21.2 million cubic yards (CY); and, is expected to remain in operation until February 2030 (CalRecycle, 2019a). The Sycamore Landfill is permitted to accept 5,000 tons of solid waste per day; has a remaining capacity of 113.9 million CY; and is expected to remain in operation until December 2042 (CalRecycle, 2019b).

The proposed Project would contribute additional solid waste to the Otay and Sycamore landfills. According to CalRecycle, a nursing home/retirement home generates 5 pounds (lbs.) of solid waste per person per day and multi-family residences can generate up to 3.6 lbs./unit/day (CalRecycle, 2019c). It can be expected that during operation, the proposed Project could generate approximately 368,024 pounds, or 193 tons, of solid waste per year (5 lbs./person/day x 200 units + 16 single-family dwelling units x 3.6 lbs./DU = 1,000 lbs./day + 57.6 lbs./day ≈ 1,058 lbs./day or 193 tons/year).

During construction, three pounds of solid wastes (construction and demolition debris) are generate for every square foot of development (City of San Diego, 2013). Based on this rate, and the total square footage of proposed development included in the proposed Project, it is estimated that 679,200 lbs. or 340 tons of C&D wastes would be generated. Solid waste from construction activities would also be delivered to the two landfills identified above, both of which have capacity to accommodate solid waste from the proposed Project.

As a result, the proposed Project would not generate solid waste that exceeds the capacity of local landfills, and impacts would be less than significant.

Impact 4.10-5: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Construction waste would be comprised of concrete, metals, wood, landscape and typical domestic material. The California Integrated Waste Management Act (CIWMA) of 1989 mandates that all cities and counties in California reduce solid waste disposed at landfills generated within their jurisdictions by 50% and has a long-term compliance goal of 70%. AB 341 (2015) increased the recycling goal to 75%.

On July 9, 2008, the City of Encinitas adopted a Construction & Demolition Debris (C&D) Ordinance (Encinitas Municipal Code Section Chapter 11.22) to help divert waste from landfills and

comply with statewide mandates (City of Encinitas, 2018b). C&D materials include, but are not limited to, asphalt, concrete, brick, dirt, rock, lumber, cardboard, metals and any vegetative or other land clearing/landscaping materials. All construction, renovation, and remodel projects within the City with a total project square footage equal to or greater than 10,000 square feet are required to reuse, salvage or recycle 60% of all C&D Debris generated. Prior to issuance of a demolition or building permit, the applicant shall submit a Waste Management Plan to the City documenting the weight of C&D debris to be generated, diverted via reuse or recycling or landfilled.

Because compliance with AB 341 and with Chapter 11.22 of the Encinitas Municipal Code will be a condition of approval of the building permit, the proposed Project would comply with all federal, state and local regulations related to solid waste. No impact would occur.

4.11. Wildfires

The Project would generally be considered to have a significant effect if it is located in or near state responsibility areas or lands classified as very high fire hazard severity zones and would:

1) Substantially impair an adopted emergency response plan or emergency evacuation plan.

2) Exacerbate wildfire risks and expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors.

3) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

4) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Analysis

Impact 4.11-1: Substantially impair an adopted emergency response plan or emergency evacuation plan.

The site is currently accessed from Manchester Avenue which serves as the primary evacuation route for residents living in the general area. The Project would add 37 trips during the AM peak hour and 57 trips during the PM peak hour. The Project site would be accessed from the DAR Access Road (Via Pico) on the west side of the site. Emergency vehicle access would be provided at the southeast corner of the site. The Project would not adversely impact traffic operations on Manchester Avenue; and thus, would not impact use of Manchester Avenue as an evacuation route. A less than significant impact would occur under this threshold.

Impact 4.11-2: Exacerbate wildfire risks and expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors.

The Project site is surrounded by single family residential to the north, Mira Costa College to the east and a new Caltrans park and ride facility to the west. The San Elijo Lagoon is located to the south. Prevailing wind is from the west. The Project is downslope of the development to the north. Native habitat would be located between the developed areas of the Project site and single-family residential to the north. This area could be affected by wildfire; however, it is surrounded by urban development. Further, sufficient fuel modification areas would be provided around the site perimeter to avoid potential impacts associated with a wildfire should one occur in the undeveloped area to the north. The Project site is not expected to be exposed to high risk resulting from surrounding slopes or prevailing winds. Impacts would be less than significant.

Impact 4.11-3: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

The majority of the Project site is vacant and used for the production of agricultural crops. The portion of the site north of the development area would remain vegetated with native habitat. City of Encinitas fuel modification regulations require a 100-foot clear area around each structure. These areas have been included in the project design and are intended to minimize fire risk for project structures.

Impact 4.11-4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

The Project site is located downslope from the vegetated area to the north. The area is relatively small and there is adequate distance between the vegetated area and the development area, that if burned, is not expected to result in substantive risk from landslide or mudflows. The area west and east of the site does not contain steep slopes. Thus, if burned, it is unlikely that landslides or mudflows would occur to the extent that property damage downslope would result. Impacts would be less than significant.